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Top Secret



DIRECTORATE OF
INTELLIGENCE

Intelligence Memorandum

RECENT ACTIVITIES IN NORTH VIETNAM SOUTH OF THE
20TH PARALLEL (14-20 OCTOBER 1968)

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22 October 1968

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CENTRAL INTELLIGENCE AGENCY
Directorate of Intelligence
22 October 1968

INTELLIGENCE MEMORANDUM

Recent Activities in North Vietnam
South of the 20th Parallel
(14-20 October 1968)

Summary

Almost all of the indicators of logistics movement during the past week may reflect a reduced level of activity. We cannot determine the extent to which this is a reflection of a true reduction rather than a curtailment of the information available. A combination of circumstances

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At the same time that traffic indicators showed a downward trend, however, we observed continued efforts to improve overall logistics capabilities. Construction of the petroleum pipeline in the Panhandle toward the Mu Gia Pass area continues. The Thanh Hoa rail yard facilities are being improved, and diesel locomotives were observed in operation for the first time south of Thanh Hoa. The use of rail transport for troop movements has been confirmed

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Note: This memorandum was produced solely by CIA. It was prepared jointly by the Office of Economic Research and the Office of Current Intelligence and was coordinated with the Director's Special Assistant for Vietnamese Affairs.

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POL Facilities

1. Construction of the petroleum pipeline in the southern Panhandle continued. Near Linh Cam, another two miles of pipe has been emplaced since 30 September that heads south along Route 15 toward the Dong Ap/Truc Lam area. There is a large POL storage facility in this area at the junction of Routes 15 and 152. [REDACTED]

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[REDACTED] indicates that additional pipeline construction is planned.

Rail Activity

2. North Vietnam continued to expand its use of rail transport between the 19th and 20th Parallels.

[REDACTED]
ments by rail south of the 20th Parallel. A new turning wye has been built at the Thanh Hoa rail yard, and construction of new spurs and a new trans-shipment area in the northern part of the yard is nearing completion. A small Soviet diesel locomotive was observed for the first time south of Thanh Hoa in

[REDACTED] Diesel locomotives, previously used in North Vietnam for switching and mining operations, can move significantly larger amounts of cargo by rail than the truck locomotives normally employed south of Thanh Hoa. [REDACTED]

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Truck Traffic

3. Truck sightings [REDACTED] declined to the lowest weekly level noted since 1 April, for the most part as a result of poor weather that hampered aerial observation and reduced sorties 20 percent below the weekly average. Reported truck concentrations were typically small [REDACTED]

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on Route 82 near Linh Cam, however, suggest that truck activity was substantially greater than that reflected in the tabulation below:

	<u>Sighted</u>	<u>Destroyed</u>	<u>Trucks Damaged</u>	<u>Effective Losses a/</u>
This week (14-20 Oct) <u>b/</u>	146	23	13	20
Last week (7-13 Oct)	273	61	29	53
Weekly average (since 1 Apr)	611	113	69	102

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b. Preliminary data.

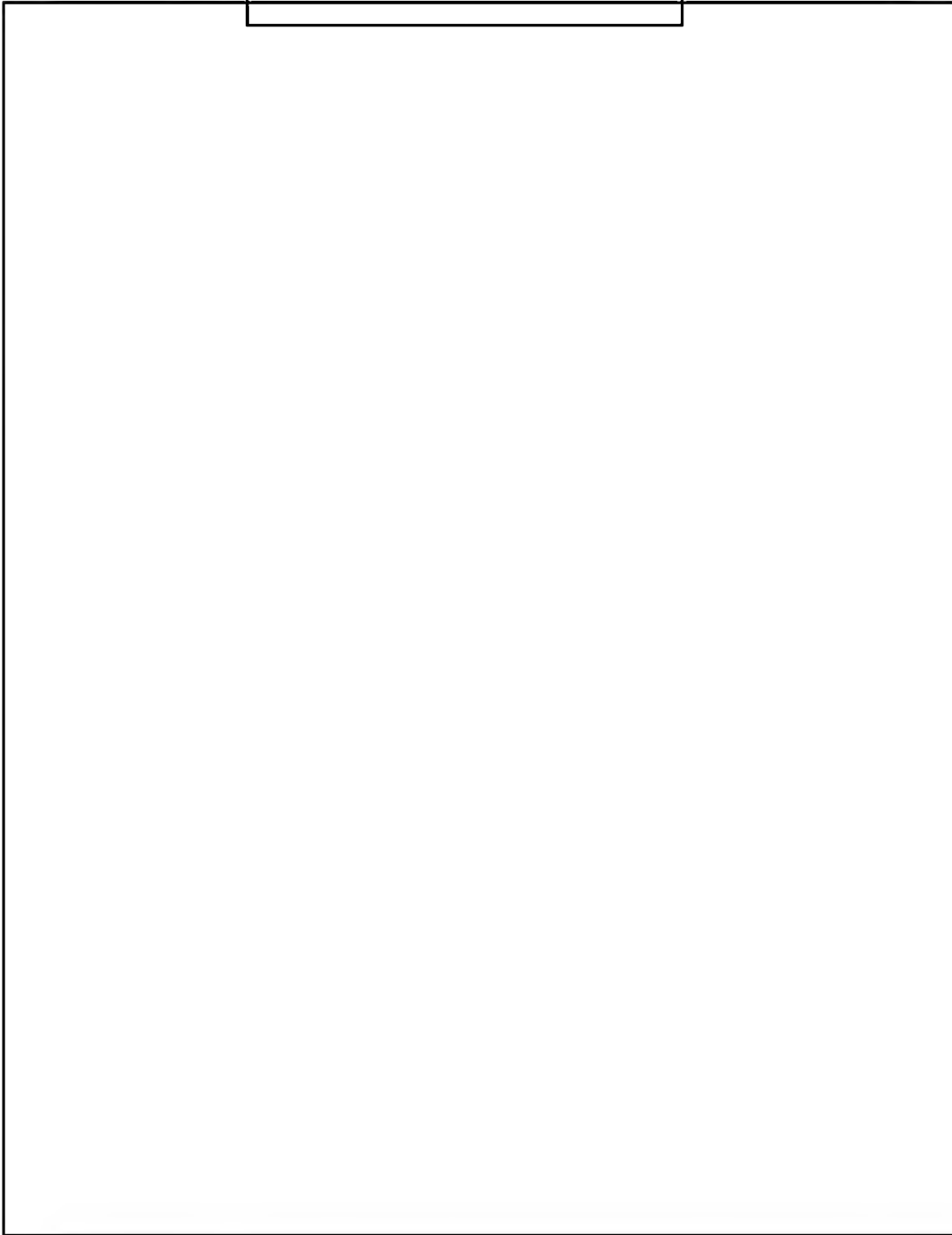
Watercraft

4. Watercraft activity [] declined substantially this week, again primarily as a result of the poor weather that hampered aerial observation. The heaviest activity was noted around Quang Khe. About 20 barges, representing a total carrying capacity of 1,400 tons, were noted on the Song Ca just south of Vinh on 28 September. The barges were probably towed at night from transshipment points just above the 19th Parallel to the Song Ca, a distance of only 35 nautical miles.

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near Mu Gia Pass reported an average of only 11 trucks a day moving south during 12-17 October, compared with an average of 19 trucks a day for 1-11 October. From

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January through September 1968, southbound trucks in this area have averaged 27 per day, compared with 17 per day during the same period in 1967. Trucks continued to move to and through the Pass throughout the 1968 rainy season, whereas only a few southbound trucks were reported by a Road Watch team located near the Pass during July and August 1967. Southbound truck traffic in September and October of 1967 was reported as averaging 23 and 17 trucks per day, respectively.

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